

**Agency: Department of Transportation/Public Facilities****Project Title:**

# Fairview Loop Road Reconstruction

**State Funding Requested: \$ 22,000,000**  
One-Time Need**House District: Mat-Su Areawide (13-16)****Brief Project Description:**

Paving rehabilitation of Fairview Loop Road from Parks Highway to Knik-Goose Bay Road.

**Funding Plan:****Total Cost of Project: \$22,000,000**Funding Secured*Amount FY*Other Pending Requests*Amount FY*Anticipated Future Need*Amount FY*

There is no other funding needed

**Detailed Project Description and Justification:**

Fairview Loop Road is a state road that was last rebuilt in the late 70's. It is quite narrow, with no shoulders and curvilinear. This area of the community has grown significantly in the past 30 years, and is one of the fastest-growing areas of the Mat-Su Borough, due to its desirable location for commuting to Anchorage. This road has also become a pass-through road between Knik-Goosebay Road and Parks Hwy. Residents have complained for years about this road, and it only gets more dangerous with each passing year with no major rehabilitation.

The focus of this project is for immediate improvements to the road surface, which consists of roto-milling the existing pavement, widening the shoulders and repaving. This approach would seek to minimize the scale and scope of improvements to just the existing roadbed. Initial assessment from technical staff are that it could be possible to do this for the entire corridor for the requested amount.

The backup includes DOT's preliminary assessment for this project, which includes pre-construction design, right-of-way, utilities, and construction.

**Project Timeline:**

FY09-FY12

**Entity Responsible for the Ongoing Operation and Maintenance of this Project:**

DOT

**Grant Recipient Contact Information:**

Contact: Gordan Keith, DOT Regional Director

Phone: 269-0770

Address: PO Box 196900, Anchorage AK 99519-6900

E-Mail: Gordon.Keith@alaska.gov

Has this project been through a public review process at the local level and is it a community priority? ☒ Yes ☐ No

**Jody Simpson**

**From:** Jody Simpson  
**Sent:** Wednesday, April 23, 2008 10:33 AM  
**To:** 'Kemplen, Allen (DOT)'; Deborah Grundmann  
**Cc:** Richards, Frank T (DOT); James Armstrong; Rep. Bill Stoltze; Ben Mulligan; Karen Sawyer; Witt, Jennifer W (DOT); Campbell, Robert A (DOT); Welsh, Gerald F (DOT); Tolley, John S (DOT); 'Brad Sworts'  
**Subject:** RE: Fairview Loop reconstruction 22 million GO Bond  
**Importance:** High

Allen,  
 In speaking with Rep. Stoltze yesterday, he prefers that the \$22M GO bond funds be used to pursue Option A. As outlined below, Option A would consist of roto-milling the existing pavement, widening the shoulders, and repaving. He did not intend to include the construction of a pedestrian pathway under the \$22M.

jody

Jody Simpson

Staff to Senator Charlie Huggins  
 600 East Railroad Avenue  
 Wasilla, Alaska 99654  
 (907) 376-4866 / (907) 373-4724 Fax  
[Jody\\_Simpson@legis.state.ak.us](mailto:Jody_Simpson@legis.state.ak.us)

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**From:** Kemplen, Allen (DOT) [<mailto:allen.kemplen@alaska.gov>]  
**Sent:** Monday, April 21, 2008 6:16 PM  
**To:** Deborah Grundmann  
**Cc:** Richards, Frank T (DOT); James Armstrong; Rep. Bill Stoltze; Jody Simpson; Ben Mulligan; Karen Sawyer; Witt, Jennifer W (DOT); Campbell, Robert A (DOT); Welsh, Gerald F (DOT); Tolley, John S (DOT)  
**Subject:** RE: Fairview Loop reconstruction 22 million GO Bond

Hello Deb,

We've been looking at the possible needs along this road corridor that could be met by the proposed \$22 million. Our initial analysis indicates that an improvement project could take a couple different approaches to development. We are aware that the Capital Budget also includes a proposed \$600K appropriation for Fairview Loop Road maintenance that, assuming the Governor approves the funds, would be used to address the most onerous deficiencies along the road as soon as maintenance can get a project under way. We would greatly appreciate it if you could check with the Legislative sponsors of the \$22 million appropriation and obtain clarification as to their intent.

If the desire is to focus on immediate improvements to the road surface then Option A may be appropriate. This approach consists of roto-milling the existing pavement, widening the shoulders and repaving. This approach would seek to minimize the scale and scope of improvements to just the existing roadbed. Initial assessment from technical staff are that it could be possible to do this for the entire corridor given the amount of the appropriation. This scope is for just a basic rehabilitation project. The time frame for Option A is likely two to three years.

If the desire is to focus on meeting longer term needs then Option B may be more appropriate. This approach represents a more complex scope of work and seeks to systematically reconstruct the road to meet

4/23/2008

current standards. It would consist of multiple phases. Phase 1 would prepare a Reconnaissance Report for the corridor to define an optimal design meeting both present and future traffic needs and develop logical termini for sequenced improvements. Phase 2 would prepare a more detailed preliminary Design that could consist of straightening out the curves, rebuilding and widening the road prism, relocating utilities, reducing slope distances, acquiring right-of-way (if needed) and paving. Since the \$22 million is inadequate to reconstruct the entire road to current standards, additional funding would likely be required from the Legislature in future years. The time frame for Option B will be determined through the preliminary engineering process but will likely fall within the range of four to seven years, depending on future availability of funds.

The question of a separated bikeway has also come up. The Mat-Su Borough Long Range Transportation Plan identifies this corridor as having a grade separated pathway sometime in the future. The DOT&PF also received correspondence from local residents immediately after the session ended checking to see if the appropriation would include such a facility. A separated pathway will likely require additional right-of-way resulting in increased costs. If the Legislative Sponsors intent is for the Department to undertake a reconstruction of the road (Option B) then do they also want us to include a separated pathway?

Any help you can provide in nailing down the intent of the Legislators would be greatly appreciated.

Allen

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**From:** Deborah Grundmann [mailto:Deborah\_Grundmann@legis.state.ak.us]

**Sent:** Monday, April 21, 2008 11:34 AM

**To:** Kemplen, Allen (DOT)

**Cc:** Richards, Frank T (DOT); Armstrong, James J (LAA); Stoltze, Bill (LAA); Simpson, Jody (LAA); Mulligan, Ben (LAA); Sawyer, Karen L (LAA)

**Subject:** Fairview Loop reconstruction 22 million GO Bond

Allen,

Thank you for putting together the project description and need for the Fairview Loop Reconstruction project for \$22 million requested as a GO Bond in the Capital Budget.

Thank you for providing this information to Rep. Stoltze and Sen. Huggins office as soon as possible, by Wed. 4/23 4:00 pm. Please cc the information to the above email addresses.

Deb Grundmann

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*Deborah Grundmann  
Staff to Senator Charlie Huggins  
Rm 119 Capitol  
465-4711*

4/23/2008

## Jody Simpson

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**From:** Kemplen, Allen (DOT) [allen.kemplen@alaska.gov]  
**Sent:** Wednesday, April 23, 2008 4:44 PM  
**To:** Deborah Grundmann  
**Cc:** Richards, Frank T (DOT); James Armstrong; Rep. Bill Stoltze; Jody Simpson; Ben Mulligan; Karen Sawyer; Witt, Jennifer W (DOT); Campbell, Robert A (DOT); Welsh, Gerald F (DOT); Tolley, John S (DOT); Horn, Steven R (DOT)  
**Subject:** RE: Fairview Loop reconstruction 22 million GO Bond  
**Attachments:** Fairview Loop Pavement Rehabilitation.pdf; Fairview Loop Reconstruction.pdf

Hello Deb,

Please find attached Scope, Schedule Cost Estimates for two options relative to Fairview Loop Road. If you need a succinct summary of each option, please refer to page two of each pdf under the section- Confirmed Scope.

The Rehabilitation Option can be done for just under \$22 million. The Reconstruction Option would do more work and make more significant improvements but cost twice as much.

Please let us know if we can be of further assistance.

Allen

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**From:** Deborah Grundmann [mailto:Deborah\_Grundmann@legis.state.ak.us]  
**Sent:** Tuesday, April 22, 2008 10:09 AM  
**To:** Kemplen, Allen (DOT)  
**Cc:** Richards, Frank T (DOT); Armstrong, James J (LAA); Stoltze, Bill (LAA); Simpson, Jody (LAA); Mulligan, Ben (LAA); Sawyer, Karen L (LAA); Witt, Jennifer W (DOT); Campbell, Robert A (DOT); Welsh, Gerald F (DOT); Tolley, John S (DOT)  
**Subject:** RE: Fairview Loop reconstruction 22 million GO Bond

Allen,  
Thank you for the email.

Jody Simpson, of our staff will be the point person from Senator Huggins office on this project and providing the Department the requested information, in conjunction with staff from Rep. Stoltze's office.

We appreciate all the hard work you and the other staff at DOT/PF do.  
Thanks again and Jody will be in contact with you.  
Deb

Contact Info  
Jody Simpson – 376-4866 – Sen. Huggins District office.

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4/23/2008

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If the desire is to focus on immediate improvements to the road surface then Option A may be appropriate. This approach consists of roto-milling the existing pavement, widening the shoulders and repaving. This approach would seek to minimize the scale and scope of improvements to just the existing roadbed. Initial assessment from technical staff are that it could be possible to do this for the entire corridor given the amount of the appropriation. This scope is for just a basic rehabilitation project. The time frame for Option A is likely two to three years.

If the desire is to focus on meeting longer term needs then Option B may be more appropriate. This approach represents a more complex scope of work and seeks to systematically reconstruct the road to meet current standards. It would consist of multiple phases. Phase 1 would prepare a Reconnaissance Report for the corridor to define an optimal design meeting both present and future traffic needs and develop logical termini for sequenced improvements. Phase 2 would prepare a more detailed preliminary Design that could consist of straightening out the curves, rebuilding and widening the road prism, relocating utilities, reducing slope distances, acquiring right-of-way (if needed) and paving. Since the \$22 million is inadequate to reconstruct the entire road to current standards, additional funding would likely be required from the Legislature in future years. The time frame for Option B will be determined through the preliminary engineering process but will likely fall within the range of four to seven years, depending on future availability of funds.

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4/23/2008

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Thank you for providing this information to Rep. Stoltze and Sen. Huggins office as soon as possible, by Wed. 4/23 4:00 pm. Please cc the information to the above email addresses.

Deb Grundmann

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*Deborah Grundmann  
Staff to Senator Charlie Huggins  
Rm 119 Capitol  
465-4711*

4/23/2008

# Fairview Loop Pavement Rehabilitation/Spot Widening, Wasilla

04/23/2008

Preliminary Engineering		Unit	Quantity	Cost
Design (Estimated)				
Inflation (5%/year)	%		0.12	\$1,382,400
<b>TOTAL Pre-Construction</b>			<b>5</b>	<b>\$69,600</b>
Right-of-Way				
Engineering (Estimated)				\$800,000
Acquisitions				\$50,000
Inflation (5%/year)	%		5	\$40,000
<b>TOTAL Right-of-Way</b>			<b>1</b>	<b>\$890,000</b>
Utilities				
Engineering (Estimated)				\$200,000
Construction				\$1,000,000
Inflation (5%/year)	%		5	\$10,000
<b>TOTAL Utilities</b>			<b>1</b>	<b>\$1,210,000</b>
Construction				
Construction Contract	Mile			\$11,520,000
Construction Engineering (15%)	%	0.15		\$1,728,000
Bid Contingency (5%)	%	0.05		\$576,000
Construction Contingency (15%)	%	0.15		\$1,728,000
ICAP (5.28%)	%	0.0528		\$608,256
<b>Current yr. Total Constr.</b>				<b>\$16,160,256</b>
Inflation (5%/year)	%		5	\$1,656,744
<b>TOTAL Construction W/Inflation</b>			<b>2</b>	<b>\$17,820,000</b>
<b>PROJECT TOTAL</b>				<b>\$21,400,000</b>



**Legislative Request  
Planning Estimate  
Scope, Schedule Estimate Confirmation**

**Project Name:** Fairview Loop Road - Pavement Rehabilitation, Parks Highway to Knik Goose Bay Road

**Project Nomination Scope:**

<i>Project Nomination Estimate:</i>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Preliminary Engineering							
Utilities							
Right of Way							
Construction							
Total (1000s)							

**Confirmed Scope:** Remove and replace pavement on 11 miles +/- between Parks Highway and Knik Goose Bay Road to include widening existing 11' lanes to 12' and addition of 4' shoulders as minimal right-of-way impacts and utility relocation allow. Rehabilitation of failed base areas. Not improved to current standards. Existing drainage may be repaired/extended as necessary.

<i>Confirmed Project Costs:</i>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Preliminary Engineering	\$1,452						\$1,452
Utilities	\$890						\$890
Right of Way	\$1,210						\$1,210
Construction		\$17,820					\$17,820
Total (1000s)	\$3,552	\$17,820					\$21,372

**Environmental Considerations:**

Type of Document Anticipated: ☐ PCB ☐ CE ☐ EA ☐ BIS

4(f) Involvement: ☐ Yes ☐ No

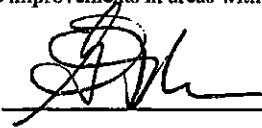
Time to prepare Environmental Document: State Checklist for State funded project

Permits Required: Potential Section 404, DNR Title 41 or ADF&G Title 61, MatSu Borough Flood Hazard

Right of Way Considerations: Right-of-way must be established in advance of design. Estimate assumes minimal right-of-way acquisitions. Proximity to AKRR.

Utility Considerations: This estimate assumes minimal impacts to existing utilities. Scope should be flexible to exclude invasive improvements in areas with major conflicts.

Confirmed Scope, Schedule & Estimate prepared by:



4/23/08  
Date

Confirmed Scope, Schedule & Estimate approved by:

K. Kim Piao  
Preconstruction Engineer

4/23/08  
Date



4/21/08

# PRELIMINARY PROJECT ESTIMATE

## State of Alaska

Department of Transportation and Public Facilities

Project Name: Fairview Loop Road - Pavement Rehabilitation, Parks Highway to Knik Goose Bay Road

CDs Route Number: 170028

Highway or Region Mat-Su Borough

Project Length: 11.1

City/Village Wasilla

CDS Milepost: From: 0.00 to: 11.10

PD&E ID# pde466

Functional Class: Rural Minor Collector

☒ Current State FC  
☐ Assumed

Existing Speed: 50 Units mph

☒ Based on posted speed  
☐ Assumed

Proposed Speed: 50 Units mph

Program/Funding: ☐ NHS ☐ CTP ☐ TRAAK ☐ TE ☐ Safety ☒ Other

### Purpose of Project & Origin of Request:

Estimate provided in response to legislative request.

Prepared By: \_\_\_\_\_ Date: \_\_\_\_\_  
Checked By: \_\_\_\_\_ Date: \_\_\_\_\_

### Attachments:

- ☐ Typical Sections  
☒ Request For Estimate

- Phase Estimates: ☐ Planning (Included in Construction Cost)  
☐ Environmental (included in Construction Cost)  
☐ Design  
☐ Utilities  
☐ ROW  
☐ Construction  
☐ Construction Admin. (Included in Construction Cost)

☐ Design Features

☒ Estimate Summary

## Issues & Assumptions



3R



4R



Other

Construction:	Existing roadway, according to as-built plans, has a design speed of 40 MPH (year 1979). Cross-section consists of 2 - 11' lanes without shoulders. As-built structural section: 1-1/2" of hot asphalt (interim), 4-1/2" crushed aggregate base course, and 24" of borrow "meeting requirements of Sec. 703-2.07." This estimate includes replacement of failed structural section with section similar to as-built.
Design:	Posted speeds appear to exceed design speed. Geometry is irregular and not compliant with current green book/pcm criteria. No line and grade available. This estimate includes minimal realignment and safety features of features most in need of attention. Scope should remain flexible to exclude areas with major utility and right-of-way impacts.
Environmental:	State Checklist for State funded project with timeline of 12-18 months per Jerry R.
Maintenance:	Maintenance indicates several areas in need dig-out repairs.
Materials:	Availability of materials in MatSu is good.
Planning:	
Right-of-Way:	Right-of-way will have to be verified; however, examination of tax maps indicates sufficient right-of-way to accommodate repave operation through most of project. Shoulder and lane widening will necessitate acquisition in some areas. Scope should remain flexible to avoid areas of major utility and right-of-way impacts.
Traffic:	2006 traffic along route range 1000-2800 ADT
Utilities:	GCI, Enstar, MEA and MTA are present along most of the roadway. This estimate assumes practical conflict avoidance with minimal relocations.

# Fairview Loop Reconstruction, Wasilla

04/23/2008

		Unit	Quantity	Cost
<b>Preliminary Engineering</b>				
Design (Estimated)			0.15	\$3,150,000
Inflation (5%/year)	%	5	1	\$158,000
<b>TOTAL Pre-Construction</b>				<b>\$3,308,000</b>
<b>Right-of-Way</b>				
Engineering (Estimated)				\$1,200,000
Acquisitions				\$232,000
Inflation (5%/year)	%	5	1	\$60,000
<b>TOTAL Right-of-Way</b>				<b>\$1,492,000</b>
<b>Utilities</b>				
Engineering (Estimated)				\$1,500,000
Construction				\$8,000,000
Inflation (5%/year)	%	5	1	\$75,000
<b>TOTAL Utilities</b>				<b>\$9,575,000</b>
<b>Construction</b>				
Construction Contract	Mile			\$21,000,000
Construction Engineering (15%)	%	0.15		\$3,150,000
Bid Contingency (5%)	%	0.05		\$1,050,000
Construction Contingency (15%)	%	0.15		\$3,150,000
ICAP (5.28%)	%	0.0528		\$1,108,800
<b>Current yr. Total Constr.</b>				<b>\$29,458,800</b>
Inflation (5%/year)	%	5	2	\$3,019,200
<b>TOTAL Construction W/inflation</b>				<b>\$32,480,000</b>
<b>PROJECT TOTAL</b>				<b>\$46,900,000</b>

**Legislative Request  
Planning Estimate  
Scope, Schedule Estimate Confirmation**

**Project Name:** Fairview Loop Road - Reconstruction, Parks Highway to Knik Goose Bay Road

**Project Nomination Scope:**

<i>Project Nomination Estimate:</i>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Preliminary Engineering							
Utilities							
Right of Way							
Construction							
Total (1000s)							

**Confirmed Scope:** Reconstruct to current standards (two 12' lanes with 4' shoulders and 10' separated pathway) 11 miles of two lane road between Parks Highway and Knik Goose Bay Road. Provide safety improvements, turn lanes, updated drainage, paving, signing and striping. Acquire right-of-way as necessary and relocate utilities. Existing roadway is two 11' lanes with no shoulders and steep side slopes.

<i>Confirmed Project Costs:</i>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Preliminary Engineering	\$3,308						\$3,308
Utilities	\$9,575						\$9,575
Right of Way	\$1,492						\$1,492
Construction		\$32,480					\$32,480
Total (1000s)	\$14,375	\$32,480					\$46,855

**Environmental Considerations:**

Type of Document Anticipated: ☐ PCB ☐ CB ☐ EA ☐ EIS

4(f) Involvement: ☐ Yes ☐ No

Time to prepare Environmental Document: State Checklist for State funded project

Permits Required: Potential Section 404, DNR Title 41 or ADF&G Title 61, MatSu Borough Flood Hazard

Right of Way Considerations: Acquisitions necessary to accommodate expanded footprint of improved roadway. Proximity to AKRR

Utility Considerations: GCI, Enstar, MBA and MTA are present along most of the roadway. Widening will necessitate considerable relocations.

Confirmed Scope, Schedule & Estimate prepared by:



4/23/08  
Date

Confirmed Scope, Schedule & Estimate approved by:

  
Preconstruction Engineer

4/23/08  
Date



4/22/08

# PRELIMINARY PROJECT ESTIMATE

## State of Alaska

Department of Transportation and Public Facilities

Project Name: Fairview Loop Road - Reconstruction, Parks Highway to Knik Goose Bay Road

CDs Route Number: 170028

Highway or Region Mat-Su Borough

Project Length: 11.1

City/Village Wasilla

CDS Milepost: From: 0.00 to: 11.10

PD&E ID# pde467

Functional Class: Rural Minor Collector

☒ Current State FC  
☐ Assumed

Existing Speed: 50 Units mph

☒ Based on posted speed  
☐ Assumed

Proposed Speed: 50 Units mph

Program/Funding: ☐ NHS ☐ CTP ☐ TRAAK ☐ TE ☐ Safety ☒ Other

### Purpose of Project & Origin of Request:

Estimate provided in response to legislative request.

Prepared By: \_\_\_\_\_ Date: \_\_\_\_\_

Checked By: \_\_\_\_\_ Date: \_\_\_\_\_

### Attachments:

☐ Typical Sections

☒ Request For Estimate

Phase Estimates: ☐ Planning (Included in Construction Cost)  
☐ Environmental (included in Construction Cost)  
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☐ ROW  
☐ Construction  
☐ Construction Admin. (Included in Construction Cost)

☐ Design Features

☒ Estimate Summary

## Issues & Assumptions



3R



4R



Other

### Construction:

Existing roadway, according to as-built plans, has a design speed of 40 MPH (year 1979). Cross-section consists of 2 - 11' lanes without shoulders. As-built structural section: 1-1/2" of hot asphalt (interim), 4-1/2" crushed aggregate base course, and 24" of borrow "meeting requirements of Sec. 703-2.07." "Reconstruction" estimate assumed new structural section and improved geometry to bring the road to current design standards.

### Design:

Posted speeds appear to exceed design speed. Geometry is irregular and not compliant with current green book/pcm criteria. No line and grade available. Short notice of estimate request made field investigation impractical; however, photo log indicates.

### Environmental:

State Checklist for State funded project with timeline of 12-18 months per Jerry R.

### Maintenance:

Maintenance indicates several areas of roadway are in need of considerable work on structural section. Shoulder damage due to width also in need of attention.

### Materials:

Availability of materials in MatSu is good.

### Planning:

### Right-of-Way:

Right-of-way will have to be verified; however, examination of tax maps indicate sufficient right-of-way to accommodate repave operation.

### Traffic:

2006 traffic along route range 1000-2800 ADT

### Utilities:

GCI, Enstar, MEA and MTA are present along most of the roadway. This estimate assumes no conflicts or relocations.